(iv) In order to augment the fleet two B-747-300 (Combi) aircraft have been ordered for delivery in 1988. One aircraft has already been received.

(v) Computerised passenger check-in has been introduced at Bombay and Delhi and will be gradually extended to other airports.

(vi) Improved servicing in cargo and increase marketing and sales efforts by ensuring prompt and efficient response to consumer needs and computerisation of cargo services.

(vii) Computerisation over next one year, link up of agencies with reservations, systems, introducing automatic baggage labelling, boarding pass to baggage labelling, boarding pass to speed up passenger handling and improve on time departure of flights.

(viii) Exercise control on expenditure.

(d) Air India has budgeted a profit of Rs. 1 crore during 1988-89?

Frequency of Ashram Express and Sarvodaya Express Trains

85. SHRI RAOOF VALIULLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for increasing the frequency of 505|506 Ashram Express and 181|182 Sarvodaya Express trains linking Ahmedabad with Delhi, if so, what are the details thereof;

(b) what is the average waiting list on both ends and whether there is a justification for augmenting the present strength of coaches in each train; and

(c) whether in view of long journey time of Sarvodaya Express there is a proposal to shorten the time by a few hours for the convenience of travelling public?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MA. HABIR PRASAD): (a) and (b) Based on the traffic requirements, frequency of 505|506 Ashram Express has been increased from 4 days a week to daily with effect from 1.11.1988. However, there is no proposal at present to increase the frequency of 181|182 Sarvodaya Express. It it not operationally feasible to augment their loads on a regular basis.

(c) No, Sir.

Staff aircraft ratio of Air India

86. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the Staff-Aircraft ratio of Air India and in what manner it compares with other international airlines;

(b) whether it is on the higher side, if so, what are the reasons therefor; and

(c) what steps are contemplated by Government to streamline the system so as to enhance efficiency with just enough hands?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) The staff-aircraft ratio of Air India is 756. Compared to other international airlines, the staff aircraft ratio of Air India is high.

(b) Like other international airlines, Air India does not give certain jobs on contract to outside parties. Air India has on its pay roll, staff for security arrangements, civil works and properties, ground services, transport for staff|crew, canteen facilities etc.

(c) Air India has a Human Resources Development Department headed by a senior departmental head which carries out manpower studies to review additional requirements|vacancy position. At present only vacancies which are absolutely necessary, particularly in the operational areas, are allowed to be filled. Compared to the staff strength of 17,764 as on 1st April, 1984, as on 1st October, 1988 the staff strength has declined to 17,381.

Fatigue element of pilots operating A.I. and I.A. Flights

87. SHRI S. S. AHLUWALIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have conducted any survey to study the fatigue element in respect of the pilots operating Air India and Indian Airlines flights;

(b) if so, what are the details thereof and in what manner it compares with the figures available for pilots in foreign airlines;

(c) whether the fatigue element is going to accentuate further with the increasing number of non-stop long distance flights being introduced; and

(d) if so, in what manner it would affect the work efficiency and the flying security; aspect?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) to (d) Govt. has constituted a committee to study all aspects relating to crew fatigue and formulate proposal for laying down Flight Duty Time Limitations. The committee is carrying out necessary study.

Pre-flight tests on pilots

88. PROF. C. LAKSHMANNA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is fact that the pre-flight tests on the pilots and the aircrafts have become cursories in the airlines during the recent years;

(b) whether it is one of the reasons for the increased number of accidents during the flights;

(c) what is the number of times when flights were delayed or cancelled due to technical snags during the last 6 months; and

(d) what steps were taken to identify the real problems in developing these technical sangs?

THE MINISTER OF STATE OF THE THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) No, Sir.

(b) Question does not arise.

(c) during the period April 1988 to September 1988 the following number of flights of Indian Airlines and Air India was delayed/cancelled due to technical snags:

	Indian Airlines	Air India
Total take offs	53,547	5,122
Flights delayed/ cancelled due to technical reasons	1,162	230

(d) Every morning a meeting is held under the Chairmanship of the Engineering Manager (Maintenance) (EMM) with representatives of Quality Control and local Director of Airworthiness of the Director General of Civil Aviation to assess the corretctive action taken on repetitive snags. All the snags are scrutinised aircraftwise with a view to ensuring that proper corrective action has been initiated.

Bombay Madras Janata Express

89. PROF. C. LAKSHMANNA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been persisting demand for the restoration of Bombay-Madras Janata Express in view of the importance of lifting perishable fruits, vegetables and grains in places like Koddur etc. by several Members of Parliament and general public;

(b) if so, what is the Government's reaction thereto; and

(c) whether there is any proposal with Government to restore Janata Express or to introduce a fast passenger train between Madras and Bombay?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD): (a) Yes, Sir.

(b) Not found feasible.

(c) There is no such proposal.